

INEL NEWS

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Third cask expedites TMI-2 fuel shipments

To expedite the Three Mile Island Unit 2 (TMI-2) fuel shipping campaign, DOE is now using three specially designed transport casks. The addition of the third cask offers flexibility to the program and reduces the total number of train trips to complete the transporting of the fuel and core debris.

Two DOE-owned NuPac Model 125-B transport casks were placed in service when the shipments started in July 1986. The third cask, identical in design to the first two, has been leased from Nuclear Packaging Inc. (NuPac), the cask vendor, by GPU Nuclear Corporation, the TMI operator. Certified by the Nuclear Regulatory Commission (NRC), the NuPac Model 125-B design was

developed to withstand any accident condition that could occur.

The third cask was first used in November 1987. It was used a second time during the week of Dec. 20 when DOE made its first shipment using all three of the casks. In accordance with DOE policy, state officials in the 10 states which the shipments cross were given seven-day written pre-notification regarding the shipping schedule and the fact that the shipment would consist of three casks. Prior to leaving TMI (and like all fuel shipments from TMI), the three casks and rail cars were inspected by DOE, the Federal Railroad Administration and the NRC.

The shipping program involves moving nearly

300,000 pounds of fuel and core debris from the damaged TMI-2 reactor near Harrisburg, Pa., to the INEL. At the INEL the material is placed in interim storage and used for the DOE TMI-2 Accident Evaluation Program, managed by EG&G Idaho.

More than 50 percent of the fuel and core materials have now been shipped using 13 train trips to transport 22 cask loads of material. Using expedited service (single-use trains), this has been accomplished in one triple-cask shipment, seven double-cask shipments and five single-cask shipments. The shipping campaign is expected to be completed in early 1989.

Update given on mail procedures, problems

Delpha Rushin, manager of Mail and Records, reports that the new mail stop numbering system for mail delivery is working out very well. Sorting mail is much faster and more accurate, and training new mailroom personnel takes about one-tenth of the time necessary when using the old alphabetical sorting system.

A Mail Stop Directory is available from Central Files and may be obtained by calling 6-0325. This directory will only be available until the new telephone directory (which will contain mail stop numbers) comes out. Rushin says that having the MS numbers speeds up mail delivery, but mail with name and building locations listed will still be delivered.

Employees are reminded that the return address on all outgoing mail should include the ZIP code plus the four-digit mail stop number. The regional post office in Pocatello is issuing new ZIP codes for each of the contractors and DOE so they can use the ZIP plus 4 (mail stop number) on correspondence, and it can be read by the Optical Character Reader (OCR). EG&G window envelopes are being discontinued because the OCR cannot read through the window.

Mailroom personnel are having problems with mail which is poorly wrapped and addressed. Rushin says that computer software packages have been wrapped with two rubber bands to hold a piece of paper with the name of the addressee. The paper slips out, and no one knows where the software should go. Yellow "stickies" should not be used as labels unless they are taped to the item. Books and binders intended for outside mailing have been placed in lightweight paper envelopes which cannot withstand the handling.

In one instance, a tape recorder was placed in a mail pouch with no name on it. The mail clerks didn't have a clue as to where to deliver it. Rushin says that in the future any items of monetary value (such as computer software and tape recorders) which are nondeliverable will be sent to Security for investigation.

Rushin emphasizes that the mailroom is not responsible for routing mail as listed on a route slip. The mail must be enclosed in a proper mailing envelope and addressed to one of the names on the route slip.

Employees who mail packages outside the company only a few times a year can take them to Central Files at the Willow Creek Building for wrapping. They have a special tape which has been approved by the post office and express companies. Those doing a lot of package mailing



CALLI WHITMAN UNLOADS a mailbag containing two large books held together with thin rubber bands and carrying only a yellow "sticky" with the address on it. (Photo by John Capek)

should obtain the tape and other wrapping materials. "It is just not possible," says Rushin, "for the mail clerks to make judgments on whether something is mailable when they pick up the mail pouches. They handle 18,000 pieces of mail a day compared to 12,000 last year with no increase in staff."

Mailroom personnel pick up and distribute the following categories of U. S. mail:

Regular - This category includes first-, second- and third-class letters and packages under 70 pounds measuring 108 inches (combined width and girth) sent outside the INEL.

Express - This is U. S. Postal Express mail for which the post office guarantees one-day delivery from regional post office to regional post office, not from sender to addressee. The operative word here is "regional;" for a letter from Idaho Falls to

Grand Junction, the regional post offices would be Pocatello and Denver. It could take an additional five days for transportation from Idaho Falls to Pocatello and from Denver to Grand Junction. So this form of mail may not be as express as one might think. Rushin says that if you have something that must reach the addressee by the next day, you should contact her (6-1507) or your mail clerk for advice on which express company can best meet your needs. The mailroom will have this information on computer beginning Feb. 1.

Certified - This is used when you want a particular person to receive the letter. The mail is sent first class and is signed for by the addressee or addressee's agent.

Registered - This form of first-class mail is the most secure method of sending mail. The article is logged in on a log sheet and then is placed in a locked sack. This procedure is followed at every post office it travels through. The contents of the envelope can be insured for up to \$50,000.

Bulk - This is mail sent to the post office in large quantity and already sorted by ZIP code; it receives a special mailing rate.

Foreign - This is first-class or registered mail sent outside the United States. Foreign mail cannot be sent certified or special delivery. You can send express mail to most foreign countries and be assured it will arrive at the addressee's location in three to five days. Check with the local post office as to weights and sizes that can be accepted, as every country has its own rules.

Insured - Items which the post office specifies as insurable can be insured for up to \$500.

Special Delivery - This mail is flown directly out of the local post office to the addressee post office and delivered the same day it is received. Mail sent on Sundays or holidays will be delivered the same day if the receiving post office is open or one day later if the post office is closed.

Plans are being made to have access via PROFS to all the ZIP codes in the nation. The post office will furnish the program and provide monthly updates on magnetic disk or tape which can then be read into the PROFS system.